Maryland Historical Trust

Maryland Inventory of Historic Properties number: ~~WA-III-125~~ WA-III-167

Name: MILLBROOK RD. OVER LITTLE ANTIETAM CRK.

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____ Eligibility Not Recommended __X____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: _Anne E. Bruder_____ Date: __3 April 2001____

Reviewer, NR Program: __Peter E. Kurtze_____ Date: __3 April 2001____

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number ~~WA-III-125~~ WA-III-167

SHA Bridge No. W-5981 **Name:** Millbrook Road over Little Antietam Creek

Location:
Street/Road Name and Number: Millbrook Road

City/Town: Gapland **Vicinity** X

County: Washington

Ownership: __State_X_County_Municipal__Other

This bridge projects over: __Road__Railway_X_Water__Land

Is the bridge located within a designated district:__yes_X_no

_NR listed district_NR determined eligible district
_locally designated_other
Name of District

Bridge Type:

_Timber Bridge
_Beam Bridge_Truss-Covered_Trestle
_Timber-and-Concrete

_Stone Arch

_Metal Truss

_Movable Bridge
_Swing _Bascule Single Leaf_Bascule Multiple Leaf
_Vertical Lift_Retractile_Pontoon

__Metal Girder
_Rolled Girder _Rolled Girder Concrete Encased
_Plate Girder _Plate Girder Concrete Encased

_Metal Suspension

_Metal Arch

_Metal Cantilever

_X_Concrete
_X_Concrete Arch _X_Concrete Slab_Concrete Beam
_Rigid Frame

_Other Type Name_____

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Describe Setting:

Bridge W-5981 carries Millbrook Road over the Little Antietam Creek in Washington County. Millbrook Road runs southwest and northeast over the eastern flowing Little Antietam Creek. The bridge is in an area of moderately dense residential development.

Describe Superstructure and Substructure:

Bridge W-5981 is a single span filled concrete arch and a concrete slab bridge. The southeastern side of the bridge is an arch. The length of the bridge is approximately 28 feet 4 inches with a clear span of approximately 27 feet 8 inches. There is a clear roadway width of 20 feet. The arch has a 4-foot rise from springline to the crown. The arch has a 1-inch incised molding along the intrados. The spandrel walls are approximately 4 feet high and 3 feet wide. The southeast side of the bridge has its original parapets. The parapet is approximately 28 feet in length. The parapet is a single solid panel with seven incised panels. Each incised panel measures 3 feet by 1 foot with a foot separating each panel. There is an exterior ledge separating the parapet base from the top of the arch. The ledge is 28 feet long, 5 inches high and 4 inches wide. The parapet is in fair condition with minor spalling and cracks. The spandrel walls and the arch ring have minor to moderate spalling and light efflorescence. No large cracks or holes are visible. According to a 1995 inspection report, the bridge is in fair condition with a sufficiency rating of 48.2.

The northwest side of the bridge is a concrete slab. The slab is approximately 28 feet long and 1 foot thick. The slab has a guardrail and post railing system. The 2-foot 6-inch posts are mounted to the deck of the slab with a steel plate. The slab has concrete wingwalls that are approximately 4 feet 6 inches wide and 3 feet high. The slab, railing, and wingwalls are in good condition with no visible cracks or spalling.

Discuss Major Alterations:

In 1965 the original concrete arch bridge was widened with a concrete slab. The parapet on the northwest side of the bridge was removed and the concrete slab was added.

When Built? 1920, 1965
Why Built? Expansion of Washington County's Lateral Roads
Who Built? Washington County Commissioners
Who Designed? Unknown
Why Altered? Bridge needed to be widened to increase load and safety capacity.
Was this bridge built as part of an organized bridge building campaign? Yes, this bridge was built as part of the State Roads Commission's "Lateral and Post Roads Loan of 1920."

Surveyor Analysis:
This bridge may have NR significance for association with:

__A Events __Person
__C Engineering/Architectural

This bridge was determined not eligible by the Interagency Review Committee in February 1996.

Was this bridge constructed in response to significant events in Maryland or local history?

Yes, this bridge was built as part of the State Roads Commission's "Lateral and Post Roads Loan of 1920." In 1920 the state received an appropriation of $3,000,000. The money allowed construction of rural post roads, lateral roads and the extension of the State Roads System with the assistance of funds from the US Government and several counties in Maryland. The state and counties received funding for lateral road improvements. Washington County received some of these funds.

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Is the bridge located in an area that may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

No, the bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

No, this bridge is not a significant example of type. It represents neither a clear example of a 1920 concrete arch bridge nor a modern concrete slab bridge.

Does the bridge retain integrity of the important elements described in the Context Addendum?

No this bridge does not retain the character defining elements of a concrete arch bridge. Half of the bridge has been removed and a concrete slab has been attached to the concrete arch.

Is this bridge a significant example of the work of the manufacturer, designer and/or engineer?

No, this bridge is not a significant example of work by a manufacturer, designer, or engineer.

Should this bridge be given further study before significance analysis is made and why?

No, the bridge should not be given further study.

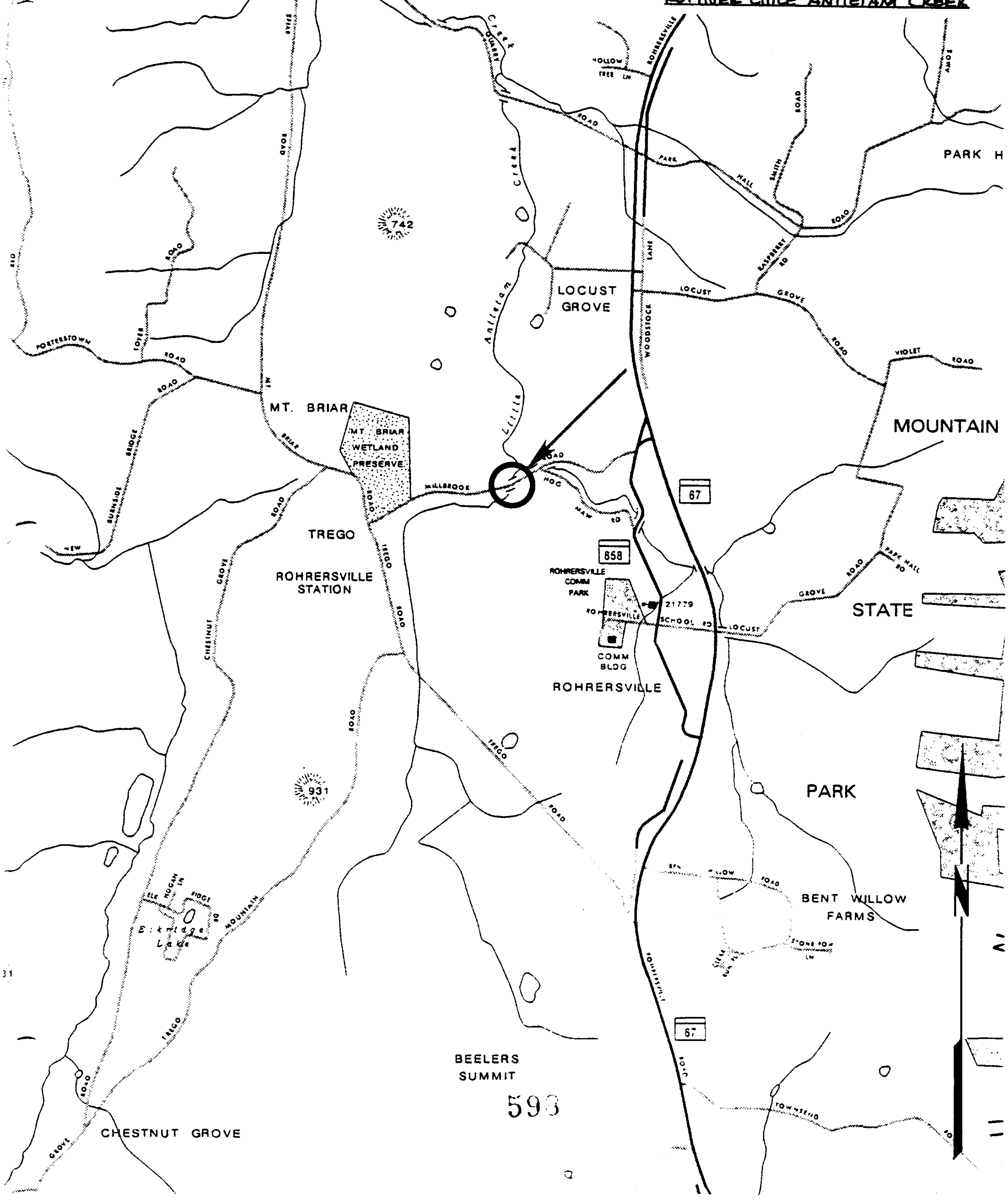
Bibliography:

County inspection/bridge files X **SHA inspection/bridge files** X
Other (list):

Surveyor:
Name: Stacie Y. Webb **Date:** January 1996
Organization: State Highway Admin. **Telephone:** (410) 545-8559
Address: 707 N. Calvert Street, Baltimore, Maryland

Edited by P.A.C. Spero and Company, December 1997.

Maryland Historic Highway Bridges
Bridge Type CONCRETE ARCH
MHT# ~~WA-III-125~~ WA-III-167
Map C-8 SHARPSBURG
County WASHINGTON
Bridge # and name W5981; MILLBROOK RD. OVER LITTLE ANTIETAM CREEK



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WA-III-167 BR#20W5981.0

OVER LITTLE ANTIETAM CREEK

WASHINGTON CO, MD

DAVID KING

2/24/95

S.H.A.

SOUTHWEST APPROACH

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BR # 20W5981 10

OVER LITTLE ANTIETAM CREEK

WASHINGTON CO., MD.

DAVID KING

2/24/95

S.H.A

NORTHEAST APPROACH

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WA-III-167

BR#20W598110

OVER LITTLE ANTIETAM CREEK

WASHINGTON CO., MD

DAVID KING

2/24/95

S.H.A

NORTHWEST ELEVATION

3 OF 9

WA-III-169

BR #20W5981.0

OVER LITTLE ANTIETAM CREEK

WASHINGTON CO., MD.

DAVID KING

2/24/95

S. H. A.

SOUTHEAST ELEVATION

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